



NO MORE "FORDS" UNTIL AUGUST

Ford Motor Company has notified all dealers that no more orders will be accepted until August 1st; their entire output being sold up to that date.

We were lucky in getting two cars loaded this week and have one more car load due next week. This will be ALL for us until after the above date.

Trust all prospective buyers will take advantage of the immediate delivery we can make and save disappointment and delay later on.

JAMES AUTOMOBILE CO.

2612-14 Washington Avenue
OGDEN, UTAH.

AUTOMOBILE NEWS

COMPETES WITH THE RAILROADS

In times of rushing business, when the railroads have more tonnage than they are able to move promptly, the use of the high grade heavy duty motor truck for short haul work is coming to be an important factor, which tends to facilitate the quicker movement of freight.

Short haul business is not much sought by the railroads at any time, and when the through business is very heavy, as it was last fall, when the country experienced a great shortage of freight cars, the railroad managers welcome the relief afforded by the motor truck.

The rate charged by railroads for short haul business, while higher per ton mile than on through traffic, is scarcely sufficient to make up for the space occupied in stations by the goods and the labor of handling. When long haul business is available, it is much more profitable. That is why the development of interurban truck business is good for the railroads.

There are a great many reasons why it is good for the truck owner. If a shipment is to be made to a town twenty miles away, the goods may be put on the truck in the morning, the run to the destination made in from two to two and a half hours, and the goods unloaded at the purchaser's home or place of business.

In the case of railroad shipment the goods are loaded on to a wagon, driven to a station, unloaded into the freight shed, loaded into the car, moved that night, perhaps, to the town which is the destination, unloaded into the freight shed, loaded into a wagon and unloaded at the purchaser's house.

The difference in efficiency between the two methods is so great that a mere statement of the case proves it. The truck does the work in a quarter of the time and at less expense.

For all these reasons many large business houses have adopted trucks exclusively for their short haul freight work. In Cleveland a large dealer in furniture and house furnishings makes all its deliveries to nearby Ohio towns with a truck. In Chicago a dealer in leather goods ships all goods to a distance of 50 miles by truck. In Fall River, Mass., a firm of draymen carry freight regularly at night to Providence and other nearby New England towns in a truck. Because of the density of population and the short distances between cities, New England has developed this branch of motor trucking further than almost any other city in the country.

KEROSENE USED TO CLEAN CARBON

"The object of using kerosene for removing carbon is not always understood," says Frank Kerwin, "kerosene will dissolve carbon very slightly, but when put into the cylinders of an engine will loosen the carbon. That is, the kerosene will break up the caked deposit, which will blow out with the exhaust when the motor is started again. For the ordinary motor a half tumblerful of kerosene should be poured into each cylinder while the cylinder is hot. After this operation the motor should not be run for at least twelve hours, if good results are expected. After that time one-eighth tumblerful of kerosene should be fed to the auxiliary air valve of the carburetor while the motor is running with almost wide open throttle. The kerosene should be poured slowly, directly into the valve opening. It will be sucked in."

"IRON HORSE" IS NEW NAME FOR AUTO TRUCK

The name "Iron Horse" sounds a little as though it served as the handle for an Indian chief but in reality it belongs to the Knox-Martin tractor and is justly deserved," says Samuel Crim.

"The name rings true, because it actually fits, although 'steel horse' might be more technically correct. When one thinks of the word 'horse,' one naturally thinks also of a horse's limitations, but the word 'iron' as prefixing 'horse,' removes the thought of limitations and explains the relationship of the tractor to whatever vehicle it draws.

Tractors are being used today in practically every business where hauling is necessary. It has been said of the commercial motor drawn vehicle that it replaces the horse, but it doesn't literally. It replaces the horse

REDUCED POWER IN AUTOMOBILES

The automobile buying public is divided into three classes, says S. G. Chapman.

"The first and most important of these is the buyer who figures on the cost of upkeep and the original investment. The second is the man who looks for extreme comfort and style, irrespective of the price. The third is the one whose main thought is speed.

"The first of these must be considered the most important to the dealer, and hence the one who controls the automobile market as to design, construction and finish.

"With the increasing number of owners this class of buyer has increased larger in proportion than the other two classes. Those who buy for comfort irrespective of price are those who have unlimited means, while the speedster class may be considered growing less and less on account of the ever close proximity of the hospital and morgue to those who continue to burn up the roads.

"It has been figured that next season fully 60 per cent of the cars sold will be bought by the man who runs his motor car on business lines, and because of the majority he commands, his requirements are bound to be in the public eye to a greater extent than the other two divisions.

"He is demanding reduced horsepower, because he wants greater mileage per gallon of gasoline and he knows that this is only possible with the reduction of cylinder sizes. He also knows that many of the cars of the present day are overpowered for what is called upon them to do under ordinary touring in the hands of the same driver. He asks for lighter body weight as well, because a lighter body will give him also increased mileage.

"Manufacturers and buyers are divided when it comes to the question of whether the present horse power should be reduced for 1914 and successive years. All makers of large horse power cars are not agreed that there should be a reduction, and the same is true of buyers. It is largely a question of individual satisfaction, which condition will continue for years. The buyer who wants a large comfortable vehicle to carry seven passengers and as much baggage as they want to take along also will continue to ask for power, but, on the other hand, the economist who counts the cost of operation and who aims at getting the most mileage out of each gallon of gasoline, the greater distance out of a set of tires, and the least expense on upkeep as a whole, will demand a smaller vehicle, less horsepower and reduced body weight.

PUBLIC FIXES THE AUTO BODY

"Public opinion ultimately decides the type and form of nearly every article used," says Samuel Crim.

"The trend of this influence with reference to electric automobiles—their design, construction, etc.—is clearly evidenced by stringent laws, now enforced in many large cities, prohibiting anyone from sitting in front of the driver, as in the well-known face-to-face type of electric brougham. It is certain that this idea will ultimately receive universal approval—the idea of having the driver's seat in front and unobscured—particularly in congested city districts where fully 90 per cent of automobiles are used. It is only reasonable to assume that more extensive legislation will insist upon all cars being so arranged as to afford the driver a clear view in all directions—front, both sides, and rear.

either side of the rear. There are no panels anywhere to obstruct the view—this is the protective feature of the electric clear vision brougham."

HERO OF SPEEDWAY AND AIDE KILLED

Columbus, Ohio, July 4.—Harry C. Knight of Indianapolis, known as the "hero of the Indianapolis speedway," was almost instantly killed, and his mechanic, Milton Michaelis of Clovis, N. M., was fatally injured this afternoon when Knight's car blew a right rear tire, and turned turtle on the one hundred and tenth lap of the 200-mile automobile race given under the auspices of the Columbus Automobile association. Michaelis died in the hospital early tonight.

Knight had been out of the race for thirty minutes because of engine trouble and had just re-entered. He was said to have been running at seventy miles an hour when the accident occurred.

Johnny Jenkins of Springfield, Ohio, who was following Knight at a short distance, according to some of the witnesses, ran over Knight's body, which had fallen to the ground. Jenkins declared he ran over something, but doesn't know whether it was a body or a part of a machine.

Knight's head was badly mashed, and the top part torn off. His legs were driven to his armpits and the remainder of the body mutilated.

When the tire blew up the car turned over twice and landed in an upright position. Michaelis was thrown out at the first turn and suffered a fractured skull. Knight was pinned and mashed under his steering wheel, but fell out just as the car finally righted. He died almost immediately after assistance reached his side.

Ralph De Palma, who was following close on the heels of Knight's and Jenkins' cars, was running at a high rate of speed, but managed to shave by the wrecked car without smashing into it.

The accident occurred almost immediately in front of the grandstand and was witnessed by thousands of spectators.

Although Knight gave his residence as Indianapolis, his parents live at Jonesboro, Ind., near Marion. He was 23 years of age. He gained the title of "hero of the Indianapolis speedway" several years ago when he smashed into a brick wall in preference to running down a driver who had been thrown from his car to the track.

Just previous to the time he had started again, Knight had been officially declared out of the race, because of time lost with engine trouble. Regardless of the officials, he re-entered the race.

Ralph Mulford won the race, breaking the world's record for 200 miles on a dirt track. He made the distance in 3 hours, 21 minutes and 48 seconds. The previous best time was made last year on the Columbus track by Spencer. Wishart in 3 hours,



IF ANYTHING HAPPENS

to your auto on the Fourth or any other day call us up and we will send for the machine and make the necessary repairs. Wouldn't it be a good plan to have us overhaul your car now? Then nothing will happen to it on the Fourth, that perfect condition can prevent.

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28 minutes and 4 1-2 seconds. Harry Endicott was second with the time of 3 hours, 45 minutes and 34 55-100 seconds. Ralph De Palma finished fourth, and just within the prize money, with the time of 4 hours, 42 62-100 seconds. Prizes aggregated \$5000.

LEACH CROSS IS VICTORIOUS

Los Angeles, July 4.—With a right swing to the jaw Leach Cross, the New York lightweight finished "Bud" Anderson of Oregon today in the twelfth round of what was carded to have been a twenty round battle at the Vernon arena. The blow landed with terrific force and Anderson was out for more than four minutes.

The Oregon boy had been a favorite at odds as high as 2 to 1. When he went down he struck with a loud thud and his inertness as he lay in the ring silenced the usual plaudits for the winner. The crowd feared he was dead.

Cross, instead of retiring from the ring, bent anxiously over his prostrate adversary and when Anderson finally rallied the vanquished pugilist was helped to his corner by the vic-

Cross had the fight all the way. In the second round he sent the Oregon boxer sprawling upon his back. In the succeeding rounds the New Yorker punished Anderson severely, while avoiding nearly everything the Oregon boy aimed at him. Anderson's face and body were pounded unmercifully, and in the fourth round a straight arm jab delivered by the dentist fighter relieved him of a tooth.

SPORT FEATURES ADD TO LOGAN CELEBRATION

Logan, July 4.—The celebration of Independence day here, as planned, assumed big proportions, the main features of the program being the parade in the morning with a baseball game, horse racing and boxing contests in the afternoon.

Immediately following the parade, which consisted of automobile and advertising floats, the crowd assembled in the Tabernacle, where a dedication was given by B. H. Roberts of Salt Lake.

The baseball game, which started at 2 o'clock, resulted in a decided victory for the Wellsville aggregation by a score of 10 to 4. The horse races were held at the fair grounds and were well attended.

First race, half-mile heat—Won by H. Balyntine, ridden by Hilo Kent. Time: 1:10.

Second race, mile heat—Won by Sir John, ridden by Billie Kent. Time: 2:23.

Third race, half-mile heat—Won by Dixie Grace, ridden by Billie Kent. Time: 1:13.

FOUR MINERS DIE IN RIOT

Johannesburg, South Africa, Is Scene of Bloody Fights—Police and Troops Show Great Restraint in Opening Fire Upon Strikers

Johannesburg, South Africa, July 5.—Bloody riots connected with the general strike of the gold miners on the Rand, which caused the death of four civilians and the wounding of fifty others in a fight yesterday between the strikers and the troops, continued throughout the night.

At midnight a mob looted a gunsmith store and fighting became general. Squads of cavalry with drawn swords patrolled all the streets, frequently charging and scattering groups of rioters, who constantly collected again to loot the stores and destroy the electric lamps, the light from which helped the troops to discover the disturbers' whereabouts.

Firing was incessant for hours after midnight in the riot area and many further casualties occurred, but it was impossible to obtain accurate details.

There were repeated cavalry charges and fusillades accompanied by the crashing of windows, shouting and wild confusion and the rushing hither and thither of excited crowds. All this took place in virtual darkness, during which the constant flitting to and fro of ambulances and Red Cross attendants created the impression that very serious incidents were occurring.

It was easily possible therefore under the circumstances to exaggerate the number of casualties and the damage done.

The police and troops showed great restraint during the affair.

SEVEN DEATHS FROM HEAT

Chicago, July 5.—Early today seven deaths from the heat during the last 24 hours had been reported and no relief is in sight. The temperature on the Fourth reached a maximum of 94 and low hanging clouds made the atmosphere more stifling. Shortly after 7 o'clock, when the thermometer registered 91, a stiff breeze descended from the north and the temperature fell 12 degrees in five minutes. The threatened storm blew over in a short time and the temperature rose again to almost 90.

Opponents to the Fourth asserted the failure of the clouds to release the forecasted showers was due to the absence of exhalives in the air.

MARKET SUMMARY.

New York, July 5.—Except for the erratic movements early in the week of the Hariman stocks, which were influenced by presentation of the dissolution plan and its approval by the court, the market was dull and flat.

Low Round Trip Summer Excursions

CALIFORNIA AND PACIFIC NORTHWEST

VIA



From Ogden to

Los Angeles—	Going and returning via Salt Lake Route.....	\$40.00
Los Angeles—	Going via Salt Lake Route, returning via Southern Pacific	\$40.00
Los Angeles—	Going via Portland (rail or steamer to San Francisco), or vice versa	\$68.50
San Francisco—	Going via Portland, thence rail or steamer, returning via Southern Pacific	\$58.50
Portland, Ore.		\$40.00
Tacoma, Wash.		\$45.50
Seattle, Wash.		\$47.50
Spokane, Wash.		\$40.00

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LOCAL EXCURSIONS NORTH

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The volume of business was small, and was almost entirely in the hands of professional traders.

Although developments during the four days of trading of the week found little or no reflection in the price movements, sentiment was cheerful and operators on the long side of the market displayed more confidence. Their attitude was based largely on the conviction that short selling had been overdone. Favorable crop news and the final settlement of the Hariman merger tangle were in first on the constructive side. The outbreak of serious hostilities among the Balkan nations and the consequent depression of European markets tended to becloud the situation toward the close of the week.

The peaceful conclusion of the July settlements here and abroad was reflected in the money market, which showed an easier tendency. Money for short dates was in abundant supply at lower rates, but the banks maintained a conservative policy in regard to the putting out funds for longer periods.

Railroads reported heavy business during June. An enlarged demand for pig iron resulted from price concessions. The copper trade, on the other hand, as shown in the monthly statement was looked for.

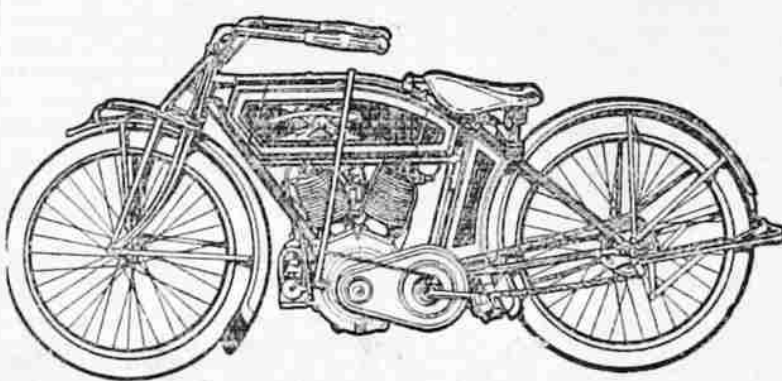
YELLOWSTONE PARK

Write H. H. Hays, General Tourist Agent of the "Wylie Way," 25 West South Temple, Salt Lake City, for the new 40-page folder. The "most fun, no-bother, see-it-every-bit route" in Yellowstone.—Adv.

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